

Mohave County Miner.

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Workingman's Trials in Guatemala.

George E. Lloyd has just returned from Guatemala after a peculiar experience there in quest of a chance to better his fortune. Some months ago contractors started to build a railroad there and Mr. Lloyd was one of scores of young Americans who accepted the contractors' offers under a firm belief that Guatemala offered golden chances to ambitious young fellows eager to better their fortunes.

"On December 17, 1896," he said, "I shipped from New Orleans under agreement to do railroad work in Guatemala. The understanding was that I should pay for my passage down out of moneys earned after getting there. There were over a hundred other men who sailed at the same time on the battered old steamer *Stillwater*. Forty four of us were put into one cabin that was scarcely large enough to hold ten. Most of the time we were not allowed on deck and the fetid atmosphere of our close quarters was poisonous to several of the men.

"Numbers of the men are almost physical wrecks after the seven days at sea, but nevertheless they were compelled to go right to work as soon as we reached our destination, a deserted spot on the sea coast about 150 miles from Guatemala City.

"It was there that we learned for the first time that under the laws of the country we were 'peons' and had no rights of any kind until we had paid back what we owed the contractors for passage to the awful place. We were constantly kept under guard and fed only on the poorest kind of beans and coffee.

"The treatment we received here was simply awful. We were worked from daylight to dark, and many a poor fellow unused to the hardships dropped dead from exhaustion.

"The nature of the country at this point was low and marshy, and fever spread among us. Scores died and were buried in the mire without any mark raised above them to tell who they were.

"Attempts at escape were frequent, but as far as I know none ever succeeded. A Spanish commandant and a file of soldiers were constantly on guard and quickly stopped and brought back any man who attempted to leave.

"Those who attempted to escape and were captured were made to forfeit all they had earned, and also to pay double for their passage. The guard who made this capture was paid 10¢.

"Thomas Judge, an Odd Fellow of Chicago, William Strickland, a printer of Houston, Texas, and Frank Story, an artist, of Coburg, Ontario, were never again heard of. They signed the labor contract, in Laminitas office, New Orleans, agreeing to work out the price of their passage and advances, as working men on their arrival in the Spanish Republic. For there Spanish laws prevail, and a man must 'work out' his debts as a 'peon' to get a passport to travel through the country and show he is a free citizen.

"This was one of the conditions of the concession granted Sylvanus Miller for building the road. The contractors were autocrats. Their will was law.

"One night a sub-contractor named M. H. Guthrie of San Antonio, who boasted he had killed his twenty-eight men, caused one of our boys to be stripped and placed in the stocks so that the mosquitoes would torture him till he was again put to work in the morning. The man's offense was dropping over from sheer exhaustion and want of proper food while working in the gravel pit in the hot, burning sun at 110 degrees temperature.

"At last I paid up my passage to Panos, Guatemala, and received my passport, at a cost of 39¢ for the horrible passage there and 103¢ for supplies furnished me."—Call.

Cripple Creek's Big Mine.

What is the big mine of the Cripple Creek district? is a question often asked these days. Very often the Victor is given credit for first place, and then again the Gold Coin, Portland, Independence, Legal Tender or Strong. The latter is undoubtedly the big bonanza of the district at present, says the Denver News, and those in a position to know say that

the output of the property for the past six months has been greater in tonnage and value than any other mine in the camp. Very little reliable information can be learned about it. The stock is held and, with the exception of a few shares is owned by Messrs. Lennox, Colburn and Giddings of Colorado Springs. The production for the year 1897 of the Strong was given at 18,000 tons, and its gross value 750,000¢. It is now learned from reliable source that the tonnage was greater and the value of the output was double the figure given. In the last six months of the old year the value of the ore mined and shipped was over 1,000,000¢. Now the mine is sending to smelters and mills 175 tons each day. Of this 100 tons goes to the Colorado Philadelphia reduction works of Colorado City, and it runs in earload lots from 30¢ to 100¢ per ton. The balance is a better grade, and is handled by the Pueblo and Denver smelters. The ore comes from the north chute, where the ore body is from 22 to 28 feet wide, in a chute 250 feet in length. In the bottom level there are over 3000 tons of ore broken which cannot be raised, as the hoist is kept busy keeping the drifts at the 400 foot level free of ore and waste. The mine is undoubtedly the big proposition of the district at present, and if the present rate of production is maintained the output for the year 1898 will not fall short of 3,000,000¢, which will give the property first place of any gold or silver mine in the state of Colorado.

Of late, the press has contained many notices of this country, and gold seekers, discouraged by the rigors of an Alaskan winter, have turned to the Yaqui country to prospect for the treasure. For the past few months, as many as twenty prospectors each week have fited out in El Paso, Texas, and departed over the Rio Grande, Sierra Madre and Pacific road for the Yaqui territory. Reports coming back from them have been generally favorable. A few days ago, a rich vein was struck near Guaynopa, which runs 8,000 ounces of silver and 11 ounces of gold to the ton. But, however rich the deposits may be, I would not recommend that any one seek his fortune there with a mere pan and a pick. There is, without doubt, considerable gold there; but, to be worked profitably, plenty of capital and the most improved machinery are requisite. The Yaqui gold country is reached by taking the Rio Grande, Sierra Madre and Pacific road at Ciudad Juarez, Mexico, for Casas Grandes, 150 miles to the southwest. From Casas Grandes to Sahuaripa, in the State of Sonora, on the eastern edge of the gold fields, the distance is 140 miles via the following points. San Diego ranch, Colonia Pacheco, Colonia Garcia, and Chuachupa. Wagons can be used as far as Chuachupa, and the roads are tolerable. From this last named place to Sahuaripa, the distance is 55 miles, over a new mountain trail. The burro is the only means of transportation. After winding among the defiles of the mountains, the prospector will enter the valley of the Yaqui river. Many extravagant stories have been told of the existence of placer and quartz gold in this valley. The Yaqui Indians have extracted gold in meager quantities. Until recently, the admission of miners to this territory was denied by the Indians, and this probably caused the exaggerated reports about the deposits of the precious metal. Until lately, the Indians rebelled against certain laws of the Mexican government; but now a treaty with them is in effect, and they are peaceable. For many years the Indians have sold gold to traders, but it has been impossible to determine how rich the deposits are. As I stated above, it will require plenty of capital to mine it profitably. It is a virgin country from Casas Grandes to the gold fields. Plenty of deer, bear, and turkeys can be found to supply the traveler with fresh meats. Springs and small streams of fresh water are numerous. As far as Chuachupa, corn, flour, potatoes, and other necessities can be purchased from settlers. Prospecting in the Yaqui country is relatively cheap. Everything purchased is paid for in Mexican money. The climate is healthful, and work can be prosecuted for 365 days in the year. The mining laws of the Republic of Mex-

ico insure the prospector full protection and enjoyment of anything valuable he may find. Under the present law, with a small expense for "denouncement," three months are given the miner to ascertain the value of his find and acquire the ground if its importance may warrant. The yearly taxes are 10¢ per claim of 2½ acres, and the property is held without further obligation on the part of the owners.—Chas. W. Kindrick, U. S. Consul at Ciudad Juarez.

The Virginia City Madisonian refers to the Mastodon mine as follows: Manager Poole of the Mastodon mine at Mammoth, left Butte for New York a short time ago to endeavor to untangle the affairs of that unfortunate property. The Mastodon's history since passing into the hands of eastern people now holding it on bond is an interesting if decidedly complex one, fraught principally with features of rank mismanagement and unaccountable blunders. Two years ago the Mastodon was accredited by those who ought to know one of the most promising prospects in that region. A Mr. Schieble, a wealthy New York brewer, had his attention called to it, as did also Mr. Poole. They formed a stock company and dispatched an expert to report upon it, took his say so and agreed to pay 65,000¢ for a property that was then on the market for one tenth that sum. A handsome sum was paid down. Before a tunnel destined to tap the vein was in 100 feet, and before other than purely surface indications of ore were in sight, a 40,000¢ tubular mill was on the ground, a water power developed at high cost and all the incidental surface appliances usual on a producing mine were in sight. Then some ore was struck. Next the 40,000¢ tubular mill wouldn't handle it at more than 2¢ per ton, whereas its assay value ran from 60¢ to 100¢ in gold. The new fashioned mill and the old fashioned mine shut down with over 13,000¢ in local and some 51,000¢ in eastern debts hanging over it. Manager Poole, in his distress, sent for Brewer Schieble and the latter was soon at the property. The unpaid miners saw their chance. They took in the brewer as a hostage, chasing him to Pony, seven miles, and intercepting him at a point three miles down the railroad from that point. They marched the discomfited brewer back and we were forced to wire to New York for money to pay off the men, some 3,000¢. He then departed, promising to return within a fortnight and settle other outstanding accounts. This was early last November. He has not yet materialized, but Mr. Poole told a Butte Miner reporter that he would bring him back. Manager Poole also stated that he had 35,000¢ worth of New York realty which he would dispose of on his arrival there and devote the proceeds to clearing the property of debt. The Mastodon is undoubtedly a promising mine in embryo, but the present state of development reached considered, there is as little need for a mill on the property as there is place for a snowball in the nethe regions. The fiasco, harmless as it is to a really meritorious camp, is directly attributable to rank ignorance of mining and senseless extravagance.

It is Here.

The question is asked on every hand, what is going to be the result of the destruction of the cruiser Maine? Will there be war between the United States and Spain? If so, how soon will it be on, and what will be the probable consequences?

To the first question: The result of the destruction of the Maine, Spain will get a sound thrashing; she will have to pay for being thrashed, and the cost of the thrashing and a big indemnity for the lives resulting from her treachery in the destruction of the Maine, and all other property charged up against her.

Will there be war? Yes, the war has already begun, it was opened two weeks ago. The first blow was struck by Spain when she sunk the Maine and sent to eternity a brave crew of seamen. The war is now on. The United States is getting ready to thrash her insolent, treacherous, half civilized foe. The resolve is treasured in every American heart and mind. The army and the navy are rap-

idly moving into line, all of our gunships and navy yards are running not only on full time, but many of them on double time, turning out munitions of war. Spain struck the first blow, but is now trembling because of the coolness and steady, but rapid preparation the United States is making. Her bluff has turned into fear. Her blustering has turned to quaking. Spain knows that the world will hold her accountable for the destruction of the Maine, and that its destruction was not only a declaration of war, but was an act of treachery which will not be tolerated by the civilization of this age. Yes the war has already begun, it is raging just now, and nothing can stop it. The result will be, Spain will be wiped off the map of European powers, or if she is allowed to remain, she will be under a protectorate. The lives of our brave sailors will be atoned. The cost of all losses will be born by Spain; Cuba will be free and the American eagle will take an occasional winter picnic over on the isle of Cuba.—Star.

To Test the Purity of Water.

As it is sometimes necessary to know the ingredients of water used, a few simple methods for testing its purity are given:

To know whether water is hard or soft, dissolve a little white soap in alcohol and add a few drops of water under investigation. If the alcohol turns milky, the water is hard; if either unaltered or simply cloudy, it is soft.

To detect a copper percentage, add a little fling dust of soft iron to the water leave it for a few minutes and add a few drops of sal ammoniac. A blue colorization betrays the presence of copper.

For detecting carbonic acid, a small quantity of water is mixed with a like quantity of lime water. If carbonic acid is present, the fluid turns milky at once. Hydrochloric acid causes the turbidity to disappear.

Sulphur combination are detected by adding a little water to the mercury in the bottle; this is closed and left to stand for a few hours. If the mercury assumes a darker surface, and, upon shaking, separates into grey powder, it is a sign that the water contains sulphur combinations.

Dissolved pure lime is proved by adding one or two crystals of oxalic acid to the water. A milky preparation betrays the presence of lime.

Sulphate of lime (gypsum) is recognized by the white precipitate caused by chloride of barium in the solution. The precipitate is not redissolved by nitric acid.

Alkalies and alkaline earths are detected as follows: Blue litmus paper is colored feebly red in dilute vinegar and dipped in the corresponding water. If the former blue color is restored, the water is alkaline.

An iron percentage is recognized by a few drops of outgal decoction, which are added to the water. If iron is present, the water assumes an inky grey to black color. Also one drop of solution of ferro cyanide of potassium colors ferruginous water blue.

Acids are ascertained by dipping a small piece of litmus paper in the water. A red colorization betrays their presence.—M. & S. Press.

A Long Tramway.

The owners of the King of Arizona gold mine in Yuma county are making plans for extensively improving their facilities for mining. The efforts to obtain a water supply at the mine, says the Arizona Republican, have thus far proved futile,

and it is reported on good authority that the owners of the big gold mine are making arrangements to put in a tramway from the mine to the present millsite at Mohawk. The distance between these points is thirty miles, and if the plans of the company are carried out Arizona will have one of the longest tramways in the world. The principal item of expense at the King of Arizona is hauling the ore from the mine to the mill. A large number of teams are employed to keep the mill supplied with ore. The milling capacity is very small, and only a small number of men are employed in the mine at the present time, as the ore is easily mined. With the tramway proposed the milling facilities will be increased and the mine worked on a larger scale. A ten-stamp mill will be put in and a cyanide plant added to work the tailings.

The mine has been worked in a modest way since last May; but the development of large ore bodies has made it necessary to improve the facilities for milling and getting the ore from the mine to the mills. With the small Huntington mill now used the ore is producing 1000¢ a day. The improvements to be made will increase the output of the mine many times this amount, and will place the King of Arizona among the largest gold producers in the Southwest.—Los Angeles Review.

Do Your Best and Let Her Go.

The newspaper man's life is not a bed of roses. If he speaks out and condemns lawlessness the lawless and their sympathizers will boycott him. If he is silent on such matters, the lawabiding will forsake him. If he espouses a political idea all opponents to that idea will drop him, and if he doesn't express an opinion he is called a mungwump and thought unworthy of support. If he is inclined to be independent in his views he is criticised, and if he is not, he is regarded as not smart enough to have an opinion of his own. If he gives all the local news his paper is called a mere gossipier, and if he doesn't the public say he hasn't enough energy to get out a paper. He is condemned for the things done and left undone, his sins of omission and of commission. If he sends a subscriber an account, the subscriber gets mad for being dunned, and if he does not the subscribers jump on him for letting their accounts get too large.—Exchange.

Back from the Sulphur Mines.

Capt. Polhamus returned Wednesday evening with the steamer Mohave from the sulphur mines in Lower California, bringing up 100 tons of sulphur ore. The ore is being shipped to the Mexican Sulphur asphaltum works at Ventura, Cal., where it will be experimented with and thoroughly tested. Almost any piece of the ore brought up will readily burn when a match is touched to it. Some of it being almost pure sulphur. Forty men are at work developing the mines and about two hundreds of tons of rich grade ore now on the banks of the Hardy river awaiting shipment. Joe Godfrey, one of the best pilots that ever turned a wheel on the Colorado river, brought the boat from the mines in three and a half days, making the trip of two hundred miles without going around, which, considering the heavy load and low stage of the river, is a most remarkable piece of work.—Yuma Sentinel.

The Tacoma News quoted the following as an epitaph in a Kentucky cemetery: "Peace to his ashes, for he is in ashes if he got his just punishment."

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